Shihr who forward their letters by caravan or special messenger. 205
Outward mails are disposed of in a similar manner. At Shibam I noticed a box inside the gate of the city in charge of one of the merchant's men in which letters were being placed for despatch to Aden by aeroplane. Runners can cover the distance from Mukalla to Du'an in 24 hours, and Mukalla to Shibam in three [481] days.

Harbours.

The only harbours for steamers are Mukalla and Shihr. Mukalla 504
promontory extends about 1¾ miles south-eastward. Ras Marbat is its south-western extremity, and Ras Kodar, eight cables eastward of Ras Marbat, is the southern extremity. Ras Mukalla, about three cables north-eastward of Ras Kodar, is the eastern extremity of the promontory.

Mukalla bay is the north-eastern part of the bight between Fuwa and Ras Marbat. About 1½ miles north-westward of Ras Marbat are two small bays, separated by a projection, extending about three cables south-westward, on which stands part of Mukalla town. The western of these two bays is the more frequented by boats. The eastern bay is seldom used owing to the swell which rolls in during the north-east monsoon. The shore bank in Mukalla bay, on which anchorage can be obtained, extends about half-a-mile offshore near the town, increasing westward to a width of nearly a mile off Fuwa. A stone jetty close to the Customs House is the usual landing place. There is no lighthouse, but a single lamp fixed on a pole in a small boat gives the only guiding light into the harbour. During the south-west monsoon dhows anchor at Bandar Burum where there is anchorage in depths of from five to seven fathoms, good holding ground, south-eastward of Burum village, but a ground swell rolls in.

Shihr roadstead is open with anchorage in depths of from 7 to 12 fathoms, sand and shells, from seven cables to one mile offshore.

Besides Mukalla, Burum, and Shihr the dhow harbours along the Hadhramaut coast are: Bandar Ruweini, about two miles northward from Ras Mukalla, has depths of from four to six fathoms, and native craft shelter here during the south-west monsoon; Hami, where there is anchorage off Hami village in depths of seven to eight fathoms about a mile offshore; Sharma bay, with a good anchorage in depths of from four to five fathoms; Al Qarn, an anchorage where small vessels can lie safely in depths of from two to four fathoms (Sharma bay and Al Qarn lie close to the town of Dis; Al Qarn is the more frequented harbour); and Ras Qus'eir, a mile southward of Qus'eir, where there is anchorage, but without shelter, in depths of from 12 to 14 fathoms.

Shipping.

There are two Lines calling frequently but not regularly. Usually 505
each calls twice a month. One is the Halal Shipping Company—Agent, Yusuf Sherif; and the other Cowasjee Dinshaw and Bros.—

505 Agent, 'Abdulla Lalljee. These Lines call at both Mukalla and Shihr on the line Aden—Mukalla—Shihr—Mukalla—Aden. Apart from these two Lines the principal cargo traffic is taken by dhows. The normal number of dhows entering and leaving Mukalla a year is 300-400 which includes 70 or 80 big buggalows from Bombay. Dhows come from Gulf ports, Oman, Basra, Sur, Utubi, Kuweit, Hindi Kwati, Karachi, Bombay, Aden, Red Sea ports, Zanzibar, and the Somali coast, and leave for the same places. When there is much grain the number increases to 400 or 500.

A combined service of the Rotterdam Lloyd, Netherland M.V.S., and Blue Funnel Line provides eight calls a year each way on the line Suez—Singapore and Singapore—Suez. The ships call each way once a month except during the south-west monsoon when big ships cannot anchor. Ships of the Bombay—Persia line call on the route Calcutta—Bombay—Jedda about eight times each way except during the pilgrim season when they only call on the homeward voyage from Red Sea ports. The agent for both these services is 'Abdulla Lalljee.

During the last three years one Russian ship has called, and Italian ships call occasionally when the Bombay—Persia line ships cannot.

CHAPTER IX.

COMMERCE OF THE HADHRAMAUT.

Finance.

431, 439, 457 All finance is in the hands of the merchants. Seven lakhs of rupees come from Java every month direct or via Aden. The greater part of this is in drafts on Bombay which are sold in Mukalla for cash. Indian and the more important Arab merchants deal in them, and ordinarily charge no commission as the drafts form an easy and cheap method of remittance. If, however, money is scarce locally, about four annas per cent. of rupees is charged. Money goes out to Aden and Bombay and is remitted through the merchants, who write letters to their agents at those places to obtain drafts. Dollars move freely to the interior and, if the exchange is good, come from there. The caravans which take the goods to the interior bring the dollars back, and this, apart from honey, firewood, and fodder, is about all that is carried from the interior to Mukalla. The dollars are exported from Mukalla to Aden if the exchange is more favourable there, and on the other hand if there is a shortage of dollars in Mukalla, or if the dollar is cheaper in Aden than in Mukalla, they are brought in. Omani and other dhow traders bring goods and take out money in cash. When the Imam imposed a duty on dollars imported to the Yemen there was a flow of dollars from Mukalla to Shibam and thence along the caravan route to San'ā. Dollars in Mukalla are usually two pice or upwards more than in Aden,

7: Gt. Brit., Colonial Office G-3 (1949-50) 1951 MM1 Aden
Hadhramaut mm2

munication in the Eastern Aden Protectorate—Scheme D.1373. Of this project the road between Bir Ali and Balhaf has been completed, work is now proceeding on the Meifa-Bir Ali stretch, and a start was made in December, 1950, with the new Jahi-Rubat (Du'an) road.

Further, a road was constructed in the north linking Shibam and Henin with the tribal centre of Reidat-as-Sei'ar on the edge of the Ruba' al Khali and resurfacing of the Wadi Hadhramaut road between Tarim and Qassam, Shibam and Qatn and Ajlaniya and Qa'udha was carried out to facilitate transport in the main agricultural areas.

Considerable help was given by the former Director of Public Works, Aden and the Executive Engineer, Aden, who visited the Eastern Aden Protectorate and submitted valuable reports, with recommendations as to the repair and maintenance of roads, which are being implemented to the extent that local finances and labour resources permit.

Air Communications have also improved in the past two years. A weekly service by Aden Airways Ltd. was maintained between Aden and Riyan (17 miles from Mukalla) and late in 1950 was extended to Al Qatn. The interior of the Hadhramaut is now within reach of Aden and the protracted delays travellers formerly faced are a thing of the past.

Special planes were flown direct from Riyan and Qatn to Hedjaz for the 1950 pilgrimage.

Sea Communications were maintained by occasional visits of coastal steamers based on Aden, and more frequent trips by motor dhows and small powered craft.

Chapter 11: Geography and Climate

SITUATION AND AREA

The Aden Protectorate which can be more conveniently described administratively and geographically by dividing it into two areas, the Western and Eastern, has a total superficial area of about 112,000 square miles. It is bounded on the east by the western boundary of the Sultanate of Muscat and Oman, on the north and west by the Ruba' al Khali (or Empty Quarter) and the kingdom of the Yemen (whose southern boundary was temporarily established by Article III of the Treaty of Sana'a of 11th February, 1934, by which His Majesty's Government and the Government of the Yemen agreed to maintain the *status quo* as on the date of the signature of the treaty), and on the south by the Gulf of Aden and the Indian Ocean. The Aden Protectorate seaboard starts at Husn Murad (opposite Perim) on the west, and runs for 740 miles eastwards to Ras Dhurbat Ali, where it meets the frontier of the Sultanate of Muscat and Oman.

30: Gt. Britain G-5 (ca. 1918) 1920 MJ1 Saudi Arabia
Hadhramaut MM21

purity of the drinking water constitute efficient safeguards against many maladies common to tropical countries.

The harbour of Aden—the Bandar Tawīyah, or Aden West Bay, but more generally known as Aden Back Bay—lies between the two lofty peninsulas, very like in appearance, of Jebel Shamshan (east) and Jebel Ihsan (west); it extends eight miles from east to west and four from north to south, and is divided into two bays by a spit of land. The depth of water in the western bay is from 3 to 4 fathoms, and, across the entrance, from 4½ to 5 fathoms. There are several islands in the inner bay, notably Jezīrah Sawāyih (Slave Island), which culminates in a peak 300 ft. in altitude.

The port of Aden is a great coaling-station and place of call for vessels passing to and from the Suez Canal. Large vessels lie off Steamer Point, the western extremity of Jebel Ihsan. The Peninsular and Oriental Navigation Company's steamers call weekly at the port to receive, tranship, or land passengers and mails, and it is a port of call for a number of other important lines. There are numerous lights and lightships, the chief being the Aden Cape Light at Ras Marshag, on the east of the Ihsan peninsula, visible for 20 miles, and the Elephant's Back Light on the summit of a headland, visible also for 20 miles; the Aden Lightship, not far from Steamer Point, is visible for 10 miles, and fires a gun whenever a vessel enters the harbour at night.

Of the total population of the Aden Settlement (46,000), about 23,000 are returned as Arabs and there is a large number of Somalis. These two sections do the hard work of the port, but among the Arabs there are a few merchants of substance. Almost every nationality is also represented: Hindus, Parsees, Persians, Chinese, Abyssinians, Jews, &c. The Parsees have annexed a very considerable portion of the trade, for they act as agents and shopkeepers, and their business talent equals that of the Jews. Classified otherwise, European residents and Christians number from 2,000 to 3,000; Mohammedans, 34,000; and Jews, 3,700. The natives have an untidy makeshift air which contrasts with the personal cleanliness of an Indian population, and this arises partly from the scarcity of water, and partly from the temporary nature of their residence and outdoor life.

As far as the Settlement is concerned, there are no natural products whatever with the exception of salt. The food of the whole population, civil and military, is imported, Aden producing not even a blade of grain. Rice comes from Calcutta, Bombay, and Malabar; *jowari*, *bajri*, and maize are brought on camels from the interior; fodder and firewood come from the Lahej and Fadhli districts.

30: Gt. Britain G-5 (ca. 1918)1920 MJ1 Saudi Arabia
Hadhramaut MM2

are tapped for Aden, an aqueduct leading from them along the peninsula into the town (see p. 202). There are very large camping-grounds round the town, the place forming the terminus of many caravan routes from the Aden interior. Sheikh 'Othmān was purchased with the object of settling there the surplus population of the peninsula, but, owing to its inaccessibility and the unhealthiness due to its contaminated water-supply and want of a drainage system, it has so far failed to become a popular settlement.

3. **'Imād**, a miserable village of about 40 reed huts, marks the extreme eastern limit of Aden; it is peopled by the Salum, a small independent tribe.

4. **Perim** and **Socotra.** These two islands are attached to the settlement of Aden. *Perim* is a volcanic island in the straits of Bāb el-Mandeb, 1½ miles from the Arabian coast; it was occupied by the British in 1799, subsequently abandoned, and reoccupied in 1857 on the opening of the overland route. In 1883 a company (the Perim Coal Company) was formed, which obtained a concession on the south-western side of the island as a site for a coaling-station. The company maintains here a stock of Welsh coal varying from 5,000 to 10,000 tons, and a large number of vessels now call annually for supplies. There is a good harbour with a powerful flashing light, elevated 266 ft. and with a range of over 22 miles. The population in 1901 was about 1,200, and no one is allowed to reside on the island without the permission of the Resident. The island is bare and rocky, rather flat in appearance, and about 3 miles long by 2 wide. *Socotra* is distant about 130 miles from the nearest point of the Arabian coast, and some 500 miles from Aden. It is about 70 miles in length and 18 miles in width, and has an unbroken coast on the southern side. The interior may be described as a tableland from 700 to 1,900 ft. high (with rugged peaks rising to nearly 5,000 ft.), surrounded by a coast plain averaging from two to four miles in width; total area about 1,400 square miles; population about 12,000. Its principal products are gum and resin-producing plants and aloes; the island has been famous for the latter from the earliest times. The natives look for their chief means of support to their flocks and date-groves; melons, beans, and a little tobacco are also grown. The trade of the island is small, the chief exports being aloes and *ghi*. The capital is Tamrīda, situated on the northern shore. The island was formally placed under British protection in 1886, and the Sultan receives a stipend from the Government of 360 dollars, undertaking to enter into no arrangement with any foreign power without the sanction of the British Government. The *Kuria Muria Islands*, near the South Arabian coast, in long. 56° E., were

30: Gt. Britain G-5 (ca. 1918) 1920 MJ1 Saudi Arabia
Hadhramaut MM2.

(like a miniature Genoa) on a slope at the foot of a reddish limestone cliff, which rises to a height of about 300 feet immediately at the back of the town, and carries four conspicuous towers for the protection of the place. The town is guarded on the western side by a wall, which extends from the cliff to the shore and has only one entrance gate. The Governor's house is a large prominent square building; the other houses are chiefly huts intermingled with a few stone structures, but the houses on the point are of stone, and of a more modern and substantial character. In this quarter is the bazaar, which is well stocked with all the requirements of Arab life. There are two main mosques. The immediate neighbourhood of Makalla is particularly barren, but about one mile inland, to westward, is an oasis of gardens, belonging to the Governor, irrigated by a good stream of water. The water-supply of the town is obtained by means of an iron pipe from the source of this same stream. The climate is very trying, and the heat on shore is often excessive; but land and sea breezes, with showers of rain occasionally, mitigate it from October to April and again in June and July. The population, which is a very mixed one, was estimated by Hirsch 'at about the same as that of Shiheir', viz. 6,000; but the Aden Military Report gives 12,000.

Makalla is the only place between Aden and Muscat with any pretensions to a port. The harbour, having a fixed light elevated 25 feet at the extreme end of the promontory, is not available for anchorage during the south-west monsoons, and then a considerable portion of the trade is diverted to *Burūm*, a place about 16 miles to south-westward, where good anchorage is found all the year round. A very considerable trade is carried on with India, the Somali Coast, the Red Sea, and Muscat. The exports are chiefly gums, hides, senna, and a small quantity of coffee; the imports, cotton stuffs, metals, and crockery from Bombay, dates and dried fruits from Muscat, coffee from Aden, and sheep, aloes, and frankincense from African ports. Steam vessels call here, and steamers run to Aden; but the coasting trade is carried on mainly by native sailing craft of from 100 to 300 tons, the greater number arriving during the date season.

3. **Qatan,** or **Hautah,** a very clean and prosperous Ka'aiti town, lies among extensive palm-groves and gardens at the head of the main Hadhramaut Wādi, properly so called. It is described by Hirsch as 'a collection of fortresses and castellated houses, among which the palace of the ruling head of the Ka'aiti tribe, with its battlemented towers, stands out most conspicuously'. From here the latter controls the numerous settlements of the Wādis